

BUS STOP AND CURB RAMP ACCESSIBILITY

ADA Standards for Bus Stops, new construction (ADAAG 10.2.1)

- Bus Stops: Firm, stable surface, a minimum clear length of 96 inches (measured from the curb) and a minimum clear width of 60 inches (measured parallel to the curb), connected to sidewalks by accessible route.
- Shelters: Clear floor area of 30 inches by 48 inches under canopy.
- Signs: Route ID signs to comply with ADAAG size/contrast standards. Posted schedules are not required to comply with this provision.

Tempe Bus Stops

- January 2000: 54% of Tempe's bus stops in compliance with ADAAG.
- April 2003 to present: 98% of Tempe's bus stops in compliance.
- Other cities: Peoria 63%, Phoenix 49%, Chandler and Gilbert 43%, Glendale and Scottsdale 36%, and Mesa 23%.

Methods of bringing Bus Stops into Compliance

- Install additional concrete pad behind sidewalk when sidewalk is less than 8 feet wide.
- Install additional concrete pad between sidewalk and curb when sidewalk is separated from the curb by a landscape strip.
- Move noncompliant bus stop to a location that has sufficient clear area for compliance.

Beyond the minimum:

- Tempe's minimum clear area width is 8 feet rather than the required 5 feet – usually 24 feet to accommodate both doors of the bus.
- Posted schedules are mounted at a consistent height adjacent to sidewalks, with a minimum 10 point typeface (Braille plaques being considered)

BUS STOP DETAIL – NARROW SIDEWALK ALONG CURB



8 foot wide clear area provided behind sidewalk

BUS STOP DETAIL –SIDEWALK SEPARATED FROM CURB



24 foot wide clear area provided between sidewalk and curb

CURB RAMPS

Tempe's Curb Ramp Requirements

- Tempe's standard details were modified in 2004 to reflect current best practices.
- Directional ramps preferred at all intersections.
- Diagonal ramps and blended transition ramps are permitted in locations where directional ramps are not possible.
- Scoop ramps (no aprons on the side) are permitted where sidewalk is separated from the curb by a landscape strip.
- Level landings above ramps and driveways are now required to be four feet in width.
- Truncated dome detectable warnings are now shown on all ramp details.

Truncated Domes

- Domes were originally required as a tactile warning device when ADAAG was published in 1991, but that requirement was suspended for 10 years to allow research on the effectiveness of other warning systems such as grooves.
- Suspension of the dome requirements was lifted in 2001 and domes have been required since that time.
- News of the change in tactile warnings has been slow in reaching government jurisdictions and the development community – information on various products is difficult to find.
- Tempe has researched truncated dome products and is testing different systems in curb ramps throughout the city.

DIRECTIONAL RAMP



DIAGONAL RAMP



BLENDED TRANSITION RAMP



SCOOP RAMP



TRUNCATED DOMES – SURFACE APPLIED COTE-L DURABAK



Application of top coat



Finished Cote-L ramp, Myrtle at 7th

TRUNCATED DOMES – SURFACE APPLIED VANGUARD



Domes being formed in mold, 7th at Myrtle

TRUNCATED DOMES – CERAMIC TILE E-Z SET



Two tiles installed in a blended transition ramp, College and Hermosa